

FAO Phil Swann,

## **Cambridgeshire County Council Comments on the C2C Audit: Statement of Assumptions and Constraints**

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### **Introduction**

It is understood that this is the first stage of the audit and is key to understanding the key assumptions and drivers. It is noted that the content is derived from the Outline Business Case and other key documents supplied by the GCP.

The structure, around the 5-case business model framework is sensible, and it is recognised that there is a significant level of overlap/cross-cutting themes. I shall only comment on items where I have additions, clarifications or disagreements.

### **County Comments:**

#### **A. Policy Context: Clarification**

**A.2:** In light of this policy requirement, it is worth noting that the County Council has been working with developers re: pre/post application development proposals, mindful of the need to secure appropriate local contributions to the C2C (financial and direct works), in line with the C2C funding strategy and the planning need for this strategic intervention.

#### **B. Scheme Objectives – No Comment**

#### **C. Project Deliverables – No Comment**

#### **D. Strategic Fit – Clarifications**

**D1:** It may be worth providing a breakdown of the assumptions here e.g. Bourn Airfield: 3,500, Cambourne West: 2,350, Eddington: 3,000 etc.

**D2:** Note West Cambridge employment intensification (live application) would also be dependent on the C2C. Note also: Whilst Bourn (3,500) and Cambourne West (2,350) are fully dependent upon the C2C (with financial contributions and direct works secured) the trigger points allow for delivery of dwellings before the link is completed. For Cambourne, there is a pre-occupation requirement to directly deliver the Broadway Bus Link component of the C2C). For Bourn Airfield, development cannot proceed beyond 500 dwellings until the C2C is delivered.

**D4.** For planning purposes, robust Transport Assessment assumptions have been made in terms of the mode shift the C2C will enable. This will be influenced by travel planning and wider transport policies, so will be monitored on an ongoing basis to inform assumptions about how much additional future development could be unlocked.

#### **E. Connections to CAM and EWR – No Comment**

#### **F. C2C Options Selection – No Comment**

#### **G. Economic Case – No Comment**

#### **H. Financial Case – Clarification**

**H1. Summary of developer contributions so far:**

- **Cambourne West: £8.7 million** secured plus direct delivery of Broadway link (**£400k**) and internal route within site.
- **Bourn Airfield: £20 million** (approved Heads of Terms – subject to S106) plus direct delivery of internal route within site.
- **West Cambridge:** Not yet determined though **£9 million** is working assumption if approved (based on discussions on live application with applicant)

**I. Commercial Case – No Comment**

**J. Management Case – No Comment**

**K. Full Business Case – No Comment**

**L. COVID-19 Impacts – No Comment**

Draft not for issue